

Decision No. 60177

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules and regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

Case No. 5432
Petition for Modification
No. 173

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of property in Los Angeles and Orange Counties (transportation for which rates are provided in Minimum Rate Tariff No.5).

Case No. 5435
Petition for Modification
No. 19

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of property within San Diego County (including transportation for which rates are provided in Minimum Rate Tariff No. 9-A).

Case No. 5439
Petition for Modification
No. 8

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of property in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma.

Case No. 5441
Petition for Modification
No. 40

J. C. Kaspar, A. D. Poe and J. K. Quintrall, for California Trucking Associations, petitioner.

Theodore Adams, for Holbert Brothers, Inc.;
V. Bud Commeau, for Belyea Truck Company; A.J. Deller, for Progressive Transportation Company;
William M. Edwards, for Paxton Trucking Company;
Carl R. Euting, for Paxton Trucking Company;
Richard H. Murphy, for West Transportation, Inc.;
Alberto R. Pearson, for A. R. Pearson Truck Company, Inc.;
Harold E. Scriffner, for Owl Truck & Construction Company; and W. P. Scott, for Bigge Drayage Company, respondents.

W. Y. Bell, for Richfield Oil Company; Allen K. Penttila, for Sherwin Williams Company; Leonard J. Rowley, for Lockheed Aircraft Corp., Calif. Division; Frank E. Ruhr, for North American Aviation, Inc., and M. E. Schibler, for Westinghouse Electric Corp., interested parties.

Grant Malquist and Leonard Diamond, for the Commission staff.

O P I N I O N

By these petitions filed December 21, 1959, California Trucking Associations, Inc., seeks the establishment in Minimum Rate Tariff No. 2, City Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 5, Minimum Rate Tariff No. 9-A and City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A, of provisions for the assessment of charges for special services performed in the transportation of shipments requiring permits, escort service or circuitous routing.

Public hearing was held before Examiner J. E. Thompson on February 9, 1960, at Los Angeles.

The Vehicle Code of the State of California provides for the maximum limits of weight, length, width and height of motor vehicles to be operated on State highways. Many counties and municipalities have enacted ordinances prescribing limitations on sizes of vehicles to be operated on country roads or city streets. The Vehicle Code, and ordinarily the ordinances, prescribe rules and procedures whereby vehicles in excess of the maximum limits may be operated. In the case of operation over State highways, such operation requires that there be issued to the operator, and kept with the motor vehicle, a "Transportation Permit" by the Department of Public Works, Division of Highways. Applications for such permits are made at the district offices of the Division of Highways. There appears to be some variation in the procedure established among the several district offices and among the counties and cities; in some

instances, applications must be filed personally whereas they are accepted by mail in others.

After application is made, in the case of transportation over a State highway, the District Permit Engineer will issue a permit which contains a number of general and special provisions applicable to that district and may contain other restrictions and limitations as determined to be necessary in connection with the particular transportation. In some instances, the carrier is required to furnish pilot cars as an escort; the permit may require only one pilot car or two, depending upon the conditions involved.

Petitioner proposes a charge of \$6.00 for the service of securing a permit, and, if a fee is charged by the governmental agency for the issuance of a permit, that such charge also be assessed the shipper. When pilot cars are furnished as escort pursuant to the requirements of a permit, petitioner proposes the establishment of a charge of \$5.00 per hour plus 8 cents per mile for each vehicle and driver. It is also proposed that bridge tolls be reimbursed by the shipper, and, where the service involves overnight delay of escort drivers, a charge of \$6.00 per 24 hour-period for subsistence be assessed.

There is a cost to the carrier in obtaining a transportation permit. It is a cost that will vary widely depending upon the location of the carrier's place of business, the location of the point of origin and the location of the office of the governmental agency issuing the permit. The application form for a permit to operate on State highways indicates that the operator is required to post a bond.

The director of research of petitioner developed estimates of the cost of securing a permit and of furnishing escort service. He estimated that $1\frac{1}{2}$ hours and 18 miles would be an average time

and distance involved in going to the office of the governmental agency, filing the application and securing the permit and taking the permit to the motor vehicle proposed to be operated. Based upon the expenses involved in the operation of a shop pickup by a pickup driver at union wage rates, he estimated that it cost \$8.714 to obtain a permit. This appears to be a fair estimate of the average cost that would be incurred by a carrier that makes up to several permit hauls per week. It would appear that the cost would be somewhat less when more than one permit can be secured at one time. From the testimony it would appear that the latter is not an unusual occurrence in the cases of some carriers.

One of the heavy haulers operating on a state-wide basis in California transports several permit loads daily. Because of the volume of this type of business, it has a separate department for administering and supervising special transportation. The department maintains records for managerial purposes which enables the ascertaining of the cost of providing various services to be ascertained. The head of the department testified that it cost the carrier \$6.80 for the service of obtaining a permit. He described the procedures used by his department in obtaining permits and it appears that, because of the volume involved, there are several "shortcuts" used by this carrier which would not be available to other carriers not having such volume of traffic.

The director of research also developed estimates of the cost of providing escort service by pilot cars. Once again his estimates are based upon the service being performed by a shop-pickup driver paid at union wages. The estimates are \$4.881 per hour plus \$.078 per mile.

Illustrations were given regarding circuitous routings because of overwidth loads, overheight loads and overweight loads.

The circuitry of the routes was between 30 and 50 percent and resulted in revenue differences of between 16 and 18 percent.

Westinghouse Electric Corporation was opposed to a charge for the securing of permits and, in connection with the proposed rule regarding circuitous routings, suggested a provision which would allow for circuitry of at least 15 percent greater than the short line construction mileage without penalty. It is Westinghouse's contention that in most instances permits are requested by telephone and that the actual permit is mailed by the governmental agency to the carrier. The record herein demonstrates that this is not the usual case. Representatives of several of the largest "heavy haulers" testified that in most instances the applications were filed in person. The application form of the Division of Highways (Form P-1A REV) states that it must be signed by applicant or authorized agent.

With regard to circuitous routings, the provisions of the tariff provide that the shortest constructive mileage shall apply regardless of the route traversed by the carrier. As Westinghouse contends, carriers presently provide transportation along circuitous routes for their own convenience or because of prescribed routings in certificates of public convenience and necessity held by the carrier. This is particularly true under joint through routes and rates maintained by common carriers and in those instances where the freeways and major highways are not the shortest routes between the points. In any event, the circuitous routings involved herein are those caused by the commodity being transported and not because of competitive reasons or because of convenience to the carrier. We are of the opinion that while the carrier is entitled to be compensated for the expense resulting from circuitous routings imposed by governmental regulations, the shipper should be required to pay only those charges which would result from computing the rates via the

shortest route which legally could be traversed by the carrier rather than the rates computed via the distance actually traversed. We are also of the opinion and find that a provision requiring the assessment of charges for circuitous routings should be applicable only in connection with transportation for which there has been secured a "Transportation Permit".

Applicant proposes that the charges for escort service be computed from the dispatch point and return. On transportation subject to Minimum Rate Tariff No. 2, it is possible that the carrier's base of operations may be some distance from the point at which escort service is to start. Furthermore, distances in Minimum Rate Tariff No. 2 are computed in accordance with Distance Table No. 4. In the circumstances, a somewhat different rule than that proposed by petitioner will be established in Minimum Rate Tariff No. 2. Because of the limited geographical scope of the drayage tariffs and because those tariffs are not subject to the Distance Table, the situation is somewhat different in connection with transportation subject to the drayage tariffs and petitioner's proposal, with minor modifications, will be incorporated therein.

Upon consideration of all of the facts and circumstances, we are of the opinion and find that the rates which will be established, in the order that follows, are just, reasonable and non-discriminatory rates to be assessed by highway carriers and city carriers for the services involved.

Inherent in the petitioner's request is relief from the "long- and short- haul" provisions of Article XII, Section 21 of the Constitution, and Section 460 of the Public Utilities Code. In many instances higher rates would be applied to intermediate points than to more distant points, when the constructive mileage to such intermediate points is based upon the circuitous routing provisions

authorized herein and the constructive mileage to the more distant points is computed via the shortest route. Such relief will be granted to common carriers by the order which follows for the publication of the rates and provisions established therein.

To facilitate the service upon respondents of the amendments to the several tariffs, the order herein will provide for the amendment to Minimum Rate Tariff No. 2 and the other tariffs will be amended by separate orders.

O R D E R

Based on the evidence of record and on the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix D of Decision No. 31606, as amended) is further amended by incorporating therein, to become effective July 15, 1960, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Twenty-First Revised Page 3
Sixteenth Revised Page 11
Thirteenth Revised Page 12
Seventeenth Revised Page 18
Fourteenth Revised Page 19
Seventh Revised Page 27-A
Second Revised Page 27-B
Seventh Revised Page 66-B

2. That common carriers, in lieu of establishing the tariff provisions provided by the order herein, may elect not to transport permit shipments or to provide escort service, in which case said common carriers shall establish in their tariffs a provision stating that transportation of permit shipments or furnishing of escort service will not be provided together with a definition of such excluded transportation or service.

3. That tariff publications required to be made by common carriers as a result of the order herein may be filed not earlier than

the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public and that such tariff publications shall be made effective not later than July 15, 1960.

4. That common carriers, in establishing and maintaining the increased rates authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution, and Section 460 of the Public Utilities Code, to the extent necessary to comply with this order; and that schedules containing the rates published under this authority shall make reference to this order.

5. That, in all other respects, said Decision No. 31606, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 24th day of May, 1960.

[Signature]
 President

[Signature]

[Signature]

[Signature]
 Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Twenty-first Revised Page ...3

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(1) Twentieth Revised Page3

 and

Nineteenth Revised Page3

MINIMUM RATE TARIFF NO. 2

TABLE OF CONTENTS (Concluded)	Item Number Except as Shown
RULES AND REGULATIONS (Section No. 1) (Concluded):	
Application of Tariff--Territorial	30-31
Application of Western Classification and Exception Sheet	50
Charges for Accessorial Services or Delays	145
Collection of Charges	250
Collect on Delivery (C.O.D.) Shipments	180
Combination Rates, Method of Computing	295
Computation of Distances	100
Delays to Equipment	142-143
#Escort Service, Charges for	#124
Exceptions to Western Classification and Exception Sheet	280 to 400, incl. 70
Gross Weight	70
Intermediate Application (See Routing)	
Issuance of Documents	255
Minimum Charge	150
Mixed Shipments	90
#Permit Shipments, Charges for	#128
Pickup and Delivery Zones	260-1 to 260-10, incl.
Pool Shipments	176, 177, 179
Rates Based on Varying Minimum Weights	80
References to Items and Other Tariffs	55
Refrigeration Service, Charges for	185
Shipments To Be Rated Separately	60
Shipments Transported in Multiple Lots	85
Split Delivery	170
Split Pickup	160
Stringing Services	175
Technical Terms, Definition of	10-11
Territorial Descriptions	270 to 271-3, incl.
Units of Measurement in Quotation of Rates and Charges	257
(1) Twentieth Revised Page 3 was suspended by Supplement No. 49.	
# Addition, Decision No. 60177	
EFFECTIVE JULY 15, 1960	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 1030	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>(a) CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate rate of any common carrier railroad or railroads applying between points in California by an interstate or foreign route lawfully in effect at time of shipment; also any interstate or foreign rate of any common carrier railroad or railroads applying between points in California in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) of Part II of the Interstate Commerce Act.</p> <p>(ca) CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.</p> <p>(cb) DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p>#(cc) ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) EXCEPTION SHEET means Pacific Southcoast Freight Bureau Exception Sheet No. 1-S, Cal.P.U.C. No. 193 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>(ea) INDEPENDENT - CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>(eb) MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item No. 85.</p> <p>(ec) PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).</p>

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#(od) PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.

(1)(ee) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110.

(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(2)

(1) Formerly designated as Paragraph (od).

(2) Paragraphs (h), (ha), (i) and (j), formerly shown in Item No. 10 on Fifteenth Revised Page 11, transferred to Item No. 11 on Thirteenth Revised Page 12.

* Change)
Addition) Decision No. 60177

EFFECTIVE JULY 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1031

Cancel

and

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p>(2)(h) POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p>(2)(ha) RAILROAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(2)(1) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(2)(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>(k) SHIPMENT means a quantity of property physically tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued. (See also exceptions in rules and definitions for multiple lot, split pickup and split delivery shipments.)</p> <p>(1) SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier during one calendar day from one consignor or at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note.)</p> <p style="padding-left: 40px;">NOTE: In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent.</p> <p>(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor from one point of origin and charges thereon being prepaid when there is more than one consignee.</p>

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11-J
And
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(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.

(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.

(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.

(q) WESTERN CLASSIFICATION means Western Classification No. 76 of G. E. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.

(1) Twelfth Revised Page 12 was suspended by Supplement No. 49.

(2) Paragraphs (n), (ha), (i) and (j) formerly appeared on Fifteenth Revised Page 11.

* Change, Decision No. **60177**

EFFECTIVE JULY 15, 1960

Issued by the Public Utilities Commission of the State of California,
Correction No. 1032 San Francisco, California.

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*100-J Cancels 100-I	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <p>Δ1. Distances from or to points located within zones described in Items Nos. 260-1 through 260-10 shall be computed from or to the mileage basing points designated in connection with such descriptions. The provisions of this exception will not apply in computing mileages between points located within a single zone.</p> <p>2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland Pickup and Delivery Zones (computed in accordance with the method hereinabove provided), distances from points of origin or to points of destination located within the San Francisco Pickup and Delivery Zone or located within the Oakland Pickup and Delivery Zone shall be the average of the distances from or to the San Francisco Pickup and Delivery Zone and the Oakland Pickup and Delivery Zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.)</p> <p>3. For transportation under rates resulting from ratings in Item No. 377.5 from points in groups described in Item No. 724, distances shall be computed as follows:</p> <p>(a) For transportation from a point of origin within a group to a point of destination outside of the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination.</p> <p>(b) For transportation between points within the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination, except that such distance shall not be less than the distance between the point of origin and the basing point. (See Exception)</p> <p>EXCEPTION: When the distance between point of origin and point of destination is less than the distance between point of origin and the basing point, the applicable distance shall be the distance between point of origin and point of destination.</p>

#4. When a permit shipment moves via a circuitous route because of conditions imposed by a governmental agency, distances shall be computed along the shortest legal route available to the carrier under the conditions of the permit.

NOTE.--In computing distances under the provisions of Item No. 160 in connection with split pickup shipments, or under the provisions of Item No. 170 in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.

APPLICATION OF RATES - DEDUCTIONS

(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11(k), (l) and (m) from point of origin to point of destination, subject to Items Nos. 120, 140, 142 and 143.

(b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 15 cents per 100 pounds when applying the provisions of this paragraph.

NOTE 1.--No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from minimum charges provided by Item No. 150.

NOTE 2.--No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.

NOTE 3.--When the commodity upon which charges are to be computed is rated at a percentage or multiple of classes 1, 2, 3 or 4, deductions under this rule shall be made from the resulting rate.

NOTE 4.--Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots.

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110-I
and
110-H

* Change
Δ Change, neither increase
nor reduction
Addition

Decision No. 60177

EFFECTIVE JULY 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 1033

Fourteenth Revised Page 19

Cancels

Thirteenth Revised Page 19

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
120-G Cancels 120-F	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items Nos. 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 9½ cents per 100 pounds, minimum additional charge 64 cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 140.</p>																					
#6124	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <ul style="list-style-type: none"> (a) A charge of \$5.00 per hour, plus 8 cents per mile computed in accordance with the provisions of Item No. 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note). (b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car. (c) A charge of \$6.00 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay. <p>NOTE—Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>..... omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>..... shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>..... shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>..... shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>..... shall be 1 hour</td> </tr> </tbody> </table>	<u>MINUTES</u>			<u>Over</u>	<u>But Not Over</u>		0	8 omit	8	23 shall be 1/4 hour	23	38 shall be 1/2 hour	38	53 shall be 3/4 hour	53	60 shall be 1 hour
<u>MINUTES</u>																						
<u>Over</u>	<u>But Not Over</u>																					
0	8 omit																				
8	23 shall be 1/4 hour																				
23	38 shall be 1/2 hour																				
38	53 shall be 3/4 hour																				
53	60 shall be 1 hour																				

CHARGES FOR PERMIT SHIPMENTS

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:

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- (a) A charge of \$6.00 shall be made for the service of securing each permit, and
- (b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.

ACCESSORIAL SERVICES

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140-F

When carrier performs, at shipper's or receiver's request or order, service such as stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item No. 145(a). The charge provided in Item No. 145(b) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.

The provisions of this item shall not apply when a helper is provided for any reason other than shipper's or receiver's request or order. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.

Addition) Decision No. 60177
o Increase)

EFFECTIVE JULY 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1034

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

ISSUANCE OF DOCUMENTS

1. **ISSUANCE OF SHIPPING DOCUMENT.** A shipping document (bill of lading or comparable shipping order) (see Note) shall be issued by the carrier to the consignor for each shipment received for transportation. The shipping document (bill of lading or comparable shipping order) shall be issued at the time of or prior to the receipt of or pickup of the shipment and shall show the following information, (See Item No. 85, multiple lot shipment, and Item No. 160 split pickup shipment, and Item No. 170, split delivery shipment for special governing provisions.)

- (a) Name of carrier.
- (b) Date of shipment.
- (c) Name of consignor and name of consignee.
- (d) Point of origin and point of destination.
- (e) Description of property constituting the shipment (in terms of the Western Classification or Exception Sheet or as provided in this tariff).
- (f) Weight of the shipment (or other factor or measurement upon which the charges are based).

NOTE: If a shipping order form of shipping document is used, it may be issued either in individual or manifest form.

2. **ISSUANCE OF FREIGHT BILL.** A freight bill shall be issued by the carrier for each shipment transported. The freight bill shall show the following information:

- (a) Name of carrier.
- (b) Date of freight bill.
- (c) Date of shipment.
- (d) Name of consignor and name of consignee.
- (e) Point of origin and point of destination.
- (f) Description of shipment (in terms of the Western Classification or Exception Sheet or as provided in this tariff).
- (g) Weight of the shipment (or other factor or measurement upon which the charges are based).
- (h) Rate and charge assessed.
- (i) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

3. **ISSUANCE OF ACCESSORIAL SERVICE DOCUMENT.** An accessorial service document shall be issued by the carrier to the consignor or consignee for stacking, sorting, helpers for loading or unloading, vehicle detention or any other accessorial or incidental service when rendered by the carrier, but which is not authorized to be performed under the transportation rates named in Sections 2 and 3 of this tariff. The accessorial service document shall show the following information:

- (a) Name of carrier.
- (b) Date of issuance.
- (c) Name of consignor or consignee or their representative, ordering or requiring the services, or for whom they are rendered.
- (d) Shipping document numbers or other identification of the shipments in connection with which the services are rendered.
- (e) Time for which equipment ordered, if any, and time of constructive and actual placement.
- (f) Address at which the accessorial service is performed.
- (g) Weight, in pounds, loaded or unloaded.
- (h) Time loading or unloading begun and completed.
- (i) Free time allowable.
- (j) Time or weight on which charges are based.
- (k) Rate and charges assessed.
- (l) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

*255-E
Cancels
255-D

#4. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, or (3) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown by Paragraphs 1, 2 and 3 of this item:

- (a) Permit identification of all permit shipments.
(See Item No. 10.)
- (b) Any circuitous routing required, and the authority therefor.
- (c) Any escort service furnished and the authority therefor. (See Item No. 10.)

(1)5. The forms of documents in Items Nos. 910, 912 and 913, or a consolidation thereof, will be suitable and proper.

(2)6. A copy of each shipping document, freight bill, accessorial service document, single multiple lot document, single split pickup document, and single split delivery document, shall be retained and preserved by the issuing carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

**Item No. 257 (Units of Measurement in Quotation of Rates and Charges), formerly shown on Sixth Revised Page 27-A, transferred to Second Revised Page 27-B.

- (1) Formerly designated as Paragraph 4.
- (2) Formerly designated as Paragraph 5.

* Change } Decision No. 60177
Addition }

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Correction No. 1035

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
Δ(2) 257	<p style="text-align: center;">UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>

(1) First Revised Page 27-B was canceled by Fifth Revised Page 4.

(2) Item No. 257 formerly appeared on Sixth Revised Page 27-A.

Δ Change, neither increase } Decision No. 60177
nor reduction

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Correction No. 1036

Seventh Revised Page 66-B

 Cancels

(1) Sixth Revised Page 66-B
 and

Fifth Revised Page 66-B

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS
760-F Cancels 760-E and 760-D	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) The rates in this Section apply between all points within the State of California, except (See Note):</p> <p style="padding-left: 40px;">(1) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p style="padding-left: 40px;">(2) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-A;</p> <p style="padding-left: 40px;">(3) Shipments having both point of origin and point of destination within Los Angeles and Orange Counties for which rates are named in Minimum Rate Tariff No. 5.</p> <p>(b) The rates herein are limited to 125 actual miles of the base of operations designated in the written agreement provided for in Item No. 765.</p> <p> (c) The rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:</p> <p style="padding-left: 40px;">Definitions in Item No. 10(a), (b), (c), #(cc), (d), (e), #(ed), (f), (g) and Δ Item No. 11 (1); Item No. 20, Application of Tariff -- Carriers; Items Nos. 40 and 41, Application of Tariff -- Commodities; Item No. 55, References to Items and Other Tariffs; #Item No. 124, Charges for Escort Service; #Item No. 128, Charges for Permit Shipments; Items Nos. 176, 177 and 179, Pool Shipments; Item No. 180, Collect on Delivery (C.O.D.) Shipments; and Item No. 257, Units of Measurement in Quotation of Rates and Charges.</p> <p>(d) The rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Item No. 765, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>(e) The rates apply only to transportation within counties specified in the written agreement.</p> <p>(f) The rates apply for a calendar month or for a period of 30 days from the date specified in the written agreement.</p> <p>(g) The rates apply for the exclusive use of the equipment furnished:</p>

(h) The rates include the service of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, additional charges shall be made in connection with transportation subject to Rate Bases A, B and C rates, as provided in Items Nos. 785, 790 and 795, as follows:

<u>Rate Bases</u>	<u>Rate per Man per Hour</u>
A and B	\$4.35
C	3.85

The minimum charge shall be the rate for one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

(i) When service is performed between or within more than one Rate Basis, the highest base monthly rate provided in this Section applicable to Rate Bases involved shall apply.

(j) A charge of \$100.00 per month shall be made for each semi-trailer or trailer furnished by the carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.

(k) The Holidays referred to in Items Nos. 785 and 790 mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day (1), Thanksgiving Day, December 24 (2) and Christmas Day.

(1) Applicable only in connection with Rate Bases A and B rates provided in Items Nos. 785 and 790.

(2) Applicable only in connection with Rate Basis C rates provided in Items Nos. 785 and 790.

NOTE. -- Transportation performed under the provisions of this Section may be combined with transportation performed under the monthly vehicle unit rates of either City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A--Highway Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 5 or Minimum Rate Tariff No. 9-A under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff under which the combined transportation is performed.

(1) Sixth Revised Page 66-B was suspended by Supplement No. 49.

* Change)	
Δ Change, neither increase)	
nor reduction)	Decision No. 60177
# Addition)	
◁ Increase)	

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